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THURSDAY, JULY 11, 1907.

四拜禮 號一十月七 英港香

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TAKEO TAKAMICHI,

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Hongkong, 6th April, 1907. [17]

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per annum on the Daily Balances.

On Fixed Deposits for 12 months 4 percent.
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JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

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THE Corporation transacts every Description
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CHAS. R. SCOTT,

Manager.

Hongkong, 14th March, 1907. [18]

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THE UNION OF LONDON AND SMITHS
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THE Bank buys and sells and receives for
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On Current Accounts 2% per annum on daily
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J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [19]

Hotel.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the Peak, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1907.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain H. D. Jones.
" " "POWAN,".....	2,338 "	W. A. Valentine.
" " "FATSHAN,".....	2,260 "	C. V. Lloyd.
" " "KINSHAN,".....	1,995 "	B. Bruch.
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Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN,".....	1,051 tons.....	Captain E. H. Grainger.
" " "SUI-TAI,".....	1,651 "	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from Douglas Wharf and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from Douglas Wharf and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	219 tons.....	Captain T. Hamlin.
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Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	588 tons	Captain J. Wilcox (Laid up)
" " "NANNING,".....	569 "	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 21st June, 1907. [370]

REGULAR HONGKONG-CANTON LINE OF
STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU,".....	1,000 tons, 14 knots.
" " "CHARLES HARDOUIN,".....	1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907. [370]

WEST-RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

THE steamers sail from HONGKONG to SHAMSHI, SHUISHING, TAKHING and WUCHOW, They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fee for the Round Trip.....\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,
Agents,
WEST-RIVER BRITISH S.S. CO.,
HONGKONG

Hongkong, 6th October, 1906. [14]

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375;
YORK BUILDINGS, 1st floor,
Hongkong, 9th July, 1907. [15]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY

33 QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905. [61]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [60]

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, "A. 1, and Watkins,

Yokohama, May 23rd, 1907. [37]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG..... PREUSSEN..... WEDNESDAY, 10th July, 1907.

SHANGHAI, NAGASAKI, KOBE..... ZEITEN..... About WEDNESDAY, 17th July, 1907.

MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE..... MANILA..... THURSDAY, Noon, 18th July, 1907.

VOKOHAMA and KOBE..... PRINZ WALDEMAR..... About FRIDAY, 26th July, 1907.

KUDAT and SANDAKAN..... BORNEO..... About SATURDAY, 9 A.M., 3rd Aug., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 8th July, 1907. [1]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,

8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
22, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.

[44]

Hotel.

VICTORIA HOTEL, SHANGHAI, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES, Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED

EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

W. FARMER, Proprietor

HOW ANIMALS TALK.

BIRDS AND ANTS

Scientists long ago agreed that every bird and fish, insect and reptile, had a language, perfectly understood by its fellows, and capable of conveying news of every possible condition that might affect individual or community. Writing in the New York *Tribune*, George Beyers says that a moment's thought shows such must be the case: else how could the aerial armories of the birds cover thousands of miles in the fall and spring migrations, across seas, and over mountains? in many cases never before traversed?

The case of the bird is especially remarkable. On dark and stormy nights observing naturalists have heard vast flocks calling to one another far overhead. Perhaps at such times the wiser of the feathered pilgrims are warning the inexperienced to avoid the glare of lighthouse lanterns, against which so many myriads of birds are lured to fall dead on the sea-washed rocks.

Oddly enough, children are almost unanimous in their belief that birds sing with their bills. The notes are, in fact, produced deep down the windpipe, at a point where it branches off into bronchial tubes that convey air to and from the lungs. At this point is fixed a delicate little membrane, which produces the note of every bird that flies. Of course, variations in the size and skill of individual possessors account for the wondrous differences in the sounds given forth. At the same time, it seems wonderful that the same instrument will produce the raven's hoarse croak, the shrill whistle of the sandpiper, the boom of the bittern, the rasping call of the partridge, and the glorious liquid song of the nightingale, celebrated in poets in all ages.

Most birds have a baby language of their own which is not used after they are grown up. By it they make known their wants, fears, and whereabouts to their busy parents; and it is amazing how far off the seemingly feeble voice of tiny grouse or curlew can be heard. None knew better than White of Selborne that birds have a very definite language for the benefit and convenience of each species, and also for communicating a common danger. I proved this in an amusing fashion by putting a stuffed owl close to the nests of swallows, wrens, and black

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

*Children's**Outfitting**Dept.*

**DAINTY
CHILDREN'S
MILLINERY.**

**INFANTS
CLOAKS.**

BABY**LINEN.****CHILDREN'S****BOOTS,****SHOES**

and

SANDALS.

**GIRLS'
COSTUMES.**

**W.M. POWELL,
LTD.,
HONGKONG.**

Hongkong, 6th July, 1907.

Public Companies.

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Company's Registered Office, St. George's Buildings, Victoria, Hongkong, on SATURDAY, the 13th day of July, 1907, at 12 o'clock noon, when the subjoined Resolution will be proposed.

That it is desirable to capitalise the sum of \$90,000 being part of the undivided profit of the Company standing to the credit of the Company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders registered as such in the Register of Shareholders of the Company at the date of the passing of this Resolution in proportion to the shares held by them respectively and that the General Managers be and they are hereby authorised to distribute among the shareholders the 70,000 unissued shares in like proportion.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 13th July, to SATURDAY, the 20th July, 1907, both days inclusive.

SHewan, TOMES & Co.,
General Managers.
Hongkong, 1st July, 1907.

HOW ANIMALS TALK.

[Continued from page 2.]

A DISABLED QUEEN.

The great naturalist Huber amputated some of the antennae, with curious results. The queen ran about the combs, dropped her eggs anywhere, and became quite helpless. The workers neglected their labour, ran into corners and at length quitted the hive never to return. Thus, it is evident that the antennae are the organs of communication, and as further proof the sentinel may be seen patrolling on a moonlight night with these sensitive feelers put forth. And should some unhappy moth try to steal into the habitation a signal is given, and a body of guards rush out to chastise the intruder.

DR. FRANKLIN ONCE FOUND SOME

ANTS FEASTING

on molasses. He shook them out, and suspended the pot by a string to the ceiling. It chanced that one ant remained; and after eating its fill this one found its way up the string crawled to the ceiling, and thence along the wall to its nest. In less than half an hour a great company of ants sallied out of their hole to the ceiling, and crept along the string into the pot. And this was done by others, until the sweet stuff was all consumed. One file of insects ran up the string from the molasses, while another passed down to it. Dr. Franklin inferred, naturally enough, that the first ant had communicated to its comrades the new position of the pot, and directed them to the only accessible road to it.

Corroboration is furnished by Jose, who says that Nature has undoubtedly "given to ants a language of communication by the contact of their antennae. With these organs they render mutual assistance in labour and danger, discover lost routes, and make each other acquainted with their necessities." The same authority says, "If a single wasp discover a deposit of honey or other food, he will return to his nest and impart the good news to his comrades, who will sally forth in great numbers to partake of the fare."

A most amusing instance of communication between insects was that of a scarabaeus beetle. It was making a little pellet of soil to receive its egg, and had laboriously rolled it up a little hillock, where it fell into a hole. All efforts on the part of the beetle to extricate the pellet failed; and after several ineffectual trials, the insect went off, and soon returned with three companions. All four now joined in the work with strategy and tactics, and succeeded in pushing out the pellet; whereupon after greetings the three assistants retired, and left the original insect to its own labours.

That animals generally communicate with one another and express ideas and wants admits of no question; though precisely how it is effected is beyond human observation. A comic case was that of a well-bred terrier belonging to a timber merchant of St. Louis. He left his dog at a small country inn, and when he returned for it the landlady told him it was lost. It seemed that the little terrier had quarrelled with the big house dog, and been so worried and bitten that it was thought it would never recover. But four days later it crawled out of the yard, and disappeared for a whole week. To the amazement of the people at the inn, it returned with a hound much bigger than its enemy, on whom both of them fell forthwith, and all but destroyed it. It was proved the little terrier had travelled over 80 miles to coax away the big dog in question for the purpose of assisting him in resenting the injury done.

The naturalist Marcgrave gives a curious account of the curaçao monkey, whose assemblies and deliberations he watched in the jungle. "Every day," he says, "they congregate to receive instructions. A leader sits high up on the tree, and signals with his hand to the rest to sit round. When he sees them placed, he begins an unmissable discourse in loud, screech-tones, and when he has finished his sign with his hand that the rest may reply. Instantly the babel begins, until by another signal they are silenced. And shortly afterward the monkey parliament breaks up."

THIS NIGHTINGALE COULD COUNT. Lichtenburg mentions a nightingale which could count at least up to three. Every day he gave it three meal worms, one at a time. When it had finished one, it returned immediately for another, but after the third it flew away, showing that the feast was over.

But the quaintest instance of animal language (says the New York paper) comes from the Javanese province of Salatiga, where the Dutch colonists have suffered much from the ravages of grey monkeys, that destroyed their coffee plantations. The Dutch sub-governor recommended strychnine; and accordingly the favourable fruits of the monkeys were heavily doped with this poison and deposited in the woods. The monkeys, of course, ate them, and many of them became deathly sick. Yet, strangely enough, none of them died. It was found that on seeing the symptoms the victims distinctly consulted with their "elders," who recommended the leaves of the "tremblekan" as an antidote. This is a well-known weed, growing profusely in the Dutch Archipelago.

And it was found that when the animals were too ill to seek the "tremblekan" themselves, they instructed friends and relatives to go into the woods and bring quantities of the curative leaf. This discovery has so interested the Batavian authorities in Java that the colonial physicians have begun a series of experiments on the curative qualities of the weed, thus taking a leaf from the monkeys' pharmacopœia.

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Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	Per case, doz. qt.	Per case, doz. pts.	Per case, doz. pts.
ST. ESTEPHE	... \$ 7.50	\$ 8.50	
ST. JULIEN	... 9.00	10.00	
LA ROSE	... 12.00	13.00	
CHATEAU HAUT BRION			
LARRIVET	... 18.00	20.00	
CHATEAU MOUTON			
DARMAILHAQ	... 22.00	24.00	
CHATEAU PONTEL			
CARNET	... 25.00		
CHATEAU LA TOUR			
CARNET	... 30.00		
CHATEAU RAUZAN	... 44.00		
CHATEAU LAFITE	... 50.00		

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above-mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

MARRIAGE.
June 5th at Horneay, EDWARD, son of late S. W. Baker, of Hongkong, to ALICE MAUD BODY.

The Hongkong Telegraph
HONGKONG, THURSDAY, JULY 11, 1907.

ON THE SUBJECT OF OPIUM.

It is seldom that the office of Secretary of State for India comes within the glare of the limelight, for the simple reason that the holder is more of a revising authority than an originator, with the result that Secretaries for India have had their brief reign and departed without leaving the slightest trace of their existence. It has happened, however, that Mr. John Morley, the present Secretary, has had to face a series of circumstances which have brought India and his office into prominence, and given one who is more of a literary recluse than an ambitious statesman the opportunity of showing his calibre. Whether the people of England, or, indeed, anybody without the confines of India, can form a just appreciation of the real meaning of the reform movement in that Empire, its objects and the character of its protagonists, is extremely doubtful, but it is unquestionable that so far as an Englishman can understand the situation and the general drift of popular opinion Mr. Morley has truly diagnosed the symptoms which work towards the unrest among the educated classes of Britain's great dependency.

These matters are of no immediate concern to Hongkong—although their effects may eventually become palpable in trade—but one passage in Mr. Morley's speech, with reference to the opium question, is of direct and instant importance to this Colony, namely, the cultivation and exportation of Indian opium. After all, it is open to doubt whether the Imperial administrators have been quite as deluded regarding the intentions of China in the matter of restricting the use of opium, or blind to the difficult position in which such Colonies as Singapore and Hongkong will be placed when the opium prohibitory regulations have to be enforced, as was supposed. It is always well for a few well-meaning individuals to talk at large about the disastrous effects which result from the opium habit, but it is not always apparent that these representatives of Cecil Rhodes' phrase "uncouth rectitude" have done more than skim the surface of the problem. If vice and evil could be eradicated tomorrow it is safe to say that half the world and among that half a great proportion of the allegedly vicious and evil ones would combine to rid the earth of its noxious features. But vice and

evil can no more be dissipated by a solution of political righteousness than chronic deformities can be removed by the bone doctor. Mr. Morley is a moralist and a practical politician, which is not altogether a peculiar combination in an English Minister, and in his Budget speech his practical common-sense was made evident over his moral views. He stated that he had received an enormous number of letters from churches and others who were deeply interested in the opium trade, and he paid a tribute to the sincerity of his correspondents; but he added a remark which must have given the "unco guid" pause for thought. He said: "They often use the expression 'righteousness before revenue.' Yes, but you must not satisfy your own righteousness at the expense of other people's revenue." There was a home thrust which by no means suited a certain section of the emancipators, and a valiant member of the House jumped into the breach with the remark: "We are quite prepared to bear the expense of our righteousness." Well and good, but the dry rejoinder of Mr. Morley will be appreciated by those who are not led away by visionary schemes. He said: "I present that observation hopefully to the Chancellor of the Exchequer—well no, not very hopefully." Do these disinterested philanthropists of England propose to compensate the Crown Colonies of the Far East for the reduction in revenue which must inevitably be suffered as the result of their magnanimous legislation? If so, then there is no problem whatever to be solved, no ways and means to be devised, no capricious estimates to be overruled, no imposition of inordinate burdens to be mitigated. The way is clear and straight, and in spite of all that has been said and done the Crown Colonies of the Far East will be as they were. But even so, do these babblers of faddistic tendencies fancy that the opium trouble will be ended? Possibly they do, but as everyone with any experience of China will admit, they are liable to see their views rudely shattered. Two millions sterling is a conservative estimate of the annual amount which will compensate for the loss of the opium trade in Singapore and Hongkong, and the British elector, who is prepared to divert that sum from the Imperial exchequer for a questionable advantage must be either very thick-headed or generous by proxy. The opium question is by no means settled as yet either in India or in China, and despite all the efforts of the regenerators in England and America it will remain a problem for many days to come. We say nothing about the inclination of the people of China, the essential features of the opium trade in Hongkong as well as in Singapore, the impetus that will be given to smuggling, the necessity for the provision of a preventive service, the undue taxation of an over-taxed population, in fine the absurdity of it all, but we leave it to the conscientious thinker whether the taste for opium among the Chinese can be determined before the arrival of the millennium.

LOCAL AND GENERAL.

THE P. and O.s. *Sunda* left London on 8th ult., with the following specie for Singapore:—Coin silver, £71,050.

THE infant's mortgage case again occupied the attention of the Chief Justice and counsel in the Original Jurisdiction Court to-day.

THE P. and O. Co.'s steamer *Himalaya* left London on 7th ult., with the following specie for Singapore:—Coin silver, £11,300.

LIEUTENANT W. A. Odling, 3rd Bn. Middlesex Regt., arrived in the command on 7th instant, per s.s. *Sintra*, en route for Tientsin, for duty.

MR. FREDERICK T. HALL (of Hongkong) and MR. HENRY N. RIDLEY, M.A., F.R.S. (Strait Settlements), have been elected Fellows of the Royal Colonial Institute.

LEAVE OF ABSENCE to the neighbouring countries, on private affairs, has been granted to Captain B. S. Philpott, Royal Engineers, from 14th July to 31st September.

TWO priests—Chan I' Wan and Wong J. Pan—were locked up yesterday afternoon for bathing in the waterworks, at Shau-ki-wan. They were arraigned before Mr. G. N. Orme, at the Police Court, this morning, pleaded guilty to the charge, and were fined one dollar each.

THE Holders of share warrants to bearer in the "Shell" Transport Company were informed that in accordance with the resolution of the Board an interim dividend of 1s. per share in respect of the year 1907 would be payable at the Capital and Counties Bank, Limited, 39, Threadneedle Street, E.C., on and after July 1, 1907.

In reply to Mr. Rees, Sir E. Grey said: The Chinese authorities have agreed, as an act of grace, to pay a sum of \$1,000 in compensation for the injuries inflicted upon Mr. Eddie and his companion, Dr. Horne. Of this sum it is proposed that Dr. Horne, who was much more seriously injured, should receive \$10,000. Mr. Eddie will therefore receive a sum of \$1,000.

In *Timland* hears that the Hongkong and Shanghai Banking Corporation have obtained the permission of the Secretary of State to open a branch in the Federated Malay States. The likelihood is that Kuala Lumpur may be the town selected for its recons of operations.

SIR MATTHEW NATHAN was received in audience by His Majesty the King at Buckingham Palace on 3rd ult. upon relinquishing his appointment as Governor of Hongkong, and kissed hands upon his appointment as Governor of Natal. Colonel the Hon. H. C. Legge (Esquire-in-Waiting) was in attendance.

MRS. HUGHES and Hough auctioneers, put up for sale by public auction at noon, today, the valuable leasehold property, Nos. 303-31, Des Vaux Road West. The reserve price not having been reached, the property was withdrawn. Messrs. Deacon, Looker and Deacon, solicitors, acted on behalf of the mortgagees.

INTELLIGENCE from Peking states that new quarters are about to be built for the accommodation of the infantry detachment stationed there. The detachment of the "Diehards" is now under canvas, the old quarters, once a portion of the Empress's Court, being in the process of demolition. By all accounts the Middlesex men are having a fairly good time of it.

AN UNKNOWN CHINAMAN, between thirty and forty years of age, was this morning found hanging from the branch of a tree at King's Park rifle range, at Kowloon. He was cut down by a number of soldiers, who made the discovery, and sent to the mortuary for identification. Deceased evidently had been suffering from bad health and it is believed in difficult circumstances, which led him to suicide.

ON THE CIVIL SERVICE RECREATION CLUB'S GROUND, at Happy Valley, yesterday afternoon, a very interesting game of bowls was played between the Civil Service and a picked team representing the Police. The following played for the police: Inspector Cameron (skip), Inspectors Wilkins and McHardy and Sergeant Pitt. The players for the Civil Service were Sanitary Inspectors Brett (skip), and Fischer, Bond and Kelly. The police ran out: victorious by six points, having scored 26 to the Civil Service 20.

CHAN MAU, a street urchin, and Kun Tak, a lighterman, were once the best friends. Some other, but through no fault of his own, Chan's brother had to go to gaol last week, and it was then that intimate relations between the two friends stopped, as Chan believed that Kun was instrumental in sending his brother to durance. Not only did the friendship come to an end, but Chan hoped to meet Kun one day. His opportunity came last night. The two men met in Reclamation Street, Yau Ma Tei. Kun is at present in the hospital, suffering from a scalp wound, inflicted with an iron bar. Chan is under arrest awaiting trial.

A WELL-KNOWN PICKPOCKET named Oban Fuk, who said he was a bricklayer by trade, will be banished from the Colony in six weeks' time. On two occasions Chan was charged with theft and the defence he put up had so much effect on the magistrate that he was given the benefit of the doubt on each occasion and discharged. To-day his downfall came about. His defence failed. Chan got into a crowd yesterday afternoon in Wing-Lok Street. He got busy at once and relieved a shopkeeper, who carries on a business in Queen's Road West, of \$20 in silver. Then he tried to do the disappearing trick, but he was seized by the crowd, and handed over to a policeman. Chan was arraigned before Mr. G. N. Orme, at the Police Court, to-day, and sentenced to six weeks' hard labour and six hours' stocks.

THE 13th Rajput (the Shekhawati Regiment), which has been placed on the roster to relieve the 119th Infantry (the Mooltan Regiment) at Hongkong, is an old and distinguished corps. It was formed in 1817, and was long known as the 12th Bengal Infantry, or Shekhawati Battalion. It fought through the Sikh War, 1846, and rendered good service at Sir Harry Smith's magnificent victory at Aliwal, when with a force of under 12,000 men he defeated 20,000 of the brave enemy, and it rendered equally good service in the prolonged Afghan Campaign of 1879-80. It was last on active service in the Chitral Expedition, 1893. The honours on its regimental colours are "Aliwal," "Afghanistan," and "Chitral." The regiment, which is presently stationed at Alipore, is commanded by Lieut.-Colonel W. Prior, who served with it at Chitral, and who also saw fighting in the Sikkim Expedition, 1888, and the Maniopore Expedition, 1891, for which he holds two medals with three clasps.

AT A RECENT SALE at Christie's a pair of Kang He eggshell lanterns of almost fairy-like fragility decorated in rich enamel with a mandarin and two charming Chinese ladies on a balcony in famille verte, with tassel and key-pattern bands in coral and green colours—all this beauty contained in the height of 8½ in.—were sold, and realised the highest price ever paid at auction in England for a pair of Chinese eggshell lanterns. A start was made at £500 and left to fight for the possession of these objects. Messrs. Duveen and Goris raised the price to £1,837 10s. before the Old Bond-street firm acknowledged defeat. It will be remembered that it was they who paid the former record sum, £1,200, in the Huitt sale, for a pair of lanterns. In the same sale they gave £155 for an eggshell plate, and Mr. Larkins secured for £410 an porcelain lantern. The following pieces of Chinese porcelain sold well:—A seated figure of Kwan Yin made £304 10s. (Charles); four similar effigies of various sizes and hues fetched £68 10s.; Messrs. Charles and Goris being the buyers; and a hexagonal cup, Kang-Hé, £105 (Sparks).

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FRENCH NATIONAL HOLIDAY.

PROPOSED CELEBRATIONS AT CANTON.

JUST AS THE 4th of July is the great American festival so the 14th July is the Frenchman's opportunity for his innate love of enjoyment. This year the French community in Hongkong is to disport itself in the Shamian and in order to allow Hongkong residents an opportunity of witnessing the celebrations at Shamian of the French National Fete, a picnic is being organised on board the s.s. *Soul Beau*. The vessel will leave Hongkong on Saturday at 11 p.m., from the Wing Lok Street wharf, will arrive in Canton at 8 a.m. Sunday, and will leave again for Hongkong about midnight. The project which is organised at the request of the committee of the Fete at Shamian, gives residents of Hongkong an opportunity of visiting the City, and also of taking part in the afternoon festivals, as well as to see the display of fireworks in the evening in front of the French Concession. The programme is as follows:—Samedi soir—from 5 to 7, musique au jardin Francis; from 9.30 to 11.30, grand concert. Dimanche:—Salves d'artille, 8.20 a.m. concours de marie français; 11 a.m. à 1 p.m. réception au Consulat de France a bord du s.s. *Soul Beau*; 4 p.m. sports au concours entre les équipages des navires de guerre, anglaise, allemande, américaine et française; de 5 p.m. to 6 p.m., musique-durant les exercices, etc., illumination de la Concession Française et a 9.30 grand feu d'artifice.

BELLS' ASBESTOS EASTERN AGENCY, LIMITED.

THE TWELFTH ANNUAL REPORT STATES:—The business has continued to make satisfactory progress, the profit, inclusive of the amount brought forward from previous years, showing a credit balance of £2,000, 3s. 8d.. The directors recommend that this amount be allocated as follows:—To set aside £485 8s. 3d. to "Reserve" for bad and doubtful debts and depreciation on stock, &c., to write £50 off "Purchase of Trading Rights," to pay a dividend of 1s. per cent. for the year, to free of income-tax absorbing £480 10s. and to carry forward £6,835 5d. to the next account; the sum carried includes provision for payment on June 1 of the sum of £50 off the debenture, in terms of the bond.

CHINA SQUADRON.

MR. REES ASKED THE SECRETARY TO THE ADMIRALTY WHETHER ANY BATTLESHIP WAS INCLUDED IN THE CHINA SQUADRON AT THE PRESENT TIME, AND WHETHER, IF THE ANSWER BE IN THE NEGATIVE, THE AMERICAN, FRENCH, AND GERMAN EASTERN Fleets WERE IN LIKE MANNER COMPOSED EXCLUSIVELY OF CRUISERS, DESTROYERS, AND SMALLER VESSELS.

MR. E. ROBERTSON: THERE IS NO BATTLESHIP IN THE CHINA SQUADRON AT THE PRESENT TIME; AND, EXCEPT THE *Redoubtable*, A THIRD CLASS BATTLESHIP OF THE FRENCH NAVY, LAUNCHED IN 1876, IN COMMISSION AT SAIGON, AND TWO ARMoured COAST DEFENCE SHIPS OF THE UNITED STATES NAVY IN SERVICE IN THE PHILIPPINES, THE SHIPS COMPOSING THE FRENCH, AMERICAN, AND GERMAN SQUADRONS IN THE EASTERN SEA ARE OF THE CLASS REFERRED TO IN THE QUESTION.

MR. REES: IS IT NOT THE CASE THAT NO SUPERIORITY OF CRUISERS, DESTROYERS, AND SMALLER VESSELS CAN COMPENSATE FOR THE ABSENCE OF A BATTLESHIP?

MR. ROBERTSON: SAID NOTICE OF THE QUESTION MUST BE GIVEN.

THE DEFENCE OF SHANGHAI.

MR. REES ASKED THE SECRETARY OF STATE FOR FOREIGN AFFAIRS WHAT FORCE, NAVAL, MILITARY, AND POLICE, WAS AVAILABLE AT SHANGHAI FOR THE DEFENCE OF BRITISH MERCHANTS AND OF BRITISH TRADE.

SIR E. GREY: ON DECEMBER 31 LAST THE FORCE AVAILABLE FOR THE DEFENCE OF THE EUROPEAN COMMUNITY IN THE INTERNATIONAL SETTLEMENT AT SHANGHAI WAS AS FOLLOWS:—VOLUNTEERS, 44 OFFICERS AND 930 NON-COMMISSIONED OFFICERS AND MEN; POLICE, EUROPEAN, 130; INDIAN, 201;

CHINESE, 753. IN ADDITION, FOREIGN WARSHIPS OF SMALL DRAUGHT CAN ASCEND THE RIVER AS FAR AS SHANGHAI, AND LARGE SHIPS CAN GET TO WITHIN 15 MILES OF SHANGHAI. IT FREQUENTLY HAPPENS THAT ONE OR MORE FOREIGN WARSHIPS ARE LYING IN THE RIVER.

BANGKOK PADDY CROP.

PEOPLE IN BANGKOK, ESPECIALLY TRADERS IN RICE, LOOKING FORWARD TO A Bumper Crop This Year, AS THE RAINS BEGAN IN GOOD TIME AND ARE NOT EXCESSIVE. EVIDENTLY, THIS IS NOT THE CASE ALL OVER SIAM. A HEADMAN OF A VILLAGE IN THE ANTHONG DISTRICT SAYS THAT HE HAS BEEN TO MUCH RAIN AND WATER IN SOME PARTS OF THE COUNTY. THE SUPERFLUITY OF WATER KILLS THE YOUNG PADDY SHOOTS, WHERE THE LAND IS LOW. IT IS NOT PERHAPS WELL KNOWN THAT AFTER THE SEEDS ARE Sown AND BEFORE TRANSPLANTATION, THE WATER RISES IN THE FIELDS AND THE PADDY CROP KEEPS PACE WITH THE RISE IN WATER, ALWAYS HOLDING ITS HEAD ABOVE THE LEVEL OF WATER. BUT THE PADDY PLANTS SHOULD NOT BE TOO YOUNG, OR ELSE IT WILL BE KILLED BY BEING SUBMERGED IN WATER. WE HEAR THAT THIS IS THE CASE IN MANY PLACES, AND A LITTLE MORE OF RAIN OR ANY FURTHER INFUX OF WATER AT THE PRESENT TIME WILL SHATTER THE FOND HOPES OF A PADDY CROP. *Siam Observer.*

THE WHETHER.

THE FOLLOWING REPORT IS FROM MR. F. G. FIGE, DIRECTOR OF THE HONGKONG OBSERVATORY:—

"ON THE 13TH AT 11.30 A.M.—THE BAROMETER HAS FALLEN GENERALLY, PARTICULARLY OVER JAPAN."

"THE SLOW DEPRESSION APPEARS TO BE MOVING EASTWARDS OVER THE S. PART OF THE SEA OF JAPAN."

"PRESSURE IS STILL RELATIVELY HIGH OVER THE N. PART OF THE CHINA SEA."

Telegrams.

[Reuters.]

The New Japanese "Dread-noughts."
London, 9th July.

The correspondent of the *Daily Mail* in Berlin wires that the Japanese naval commission has given Krupp an order for the new Japanese *Dreadnoughts*' 12-inch guns, to be delivered in nine months.

The order was not placed with English works because they were already fully occupied.

Korea and the Hague Conference.
Reuter's correspondent in Seoul wires that, in view of the despatch of Korean delegates to the Hague, the Korean Government will appoint a committee to control the Emperor's private purse, in order to prevent illegal disbursements.

Later.

The King's Visit to Ireland.
Replying to an address at Holyhead, en route to Ireland, the King said that the prosperity of the country was bound to be imperilled by any disturbance of the tranquillity of Europe. "I hope the high position of Great Britain among the nations will always be maintained by peaceful means, and as far as in me lies her influence shall ever be devoted to the promotion of friendship and goodwill."

A. B. I. STEAMER'S EXCITING EXPERIENCES.

"PALITANA" IN HEAVY SEAS

The B. I. S. N. Company's steamer *Palitana*, Captain A. J. Windbank, R.N., arrived in Calcutta on Friday morning from Rangoon with the Burmese mails. As the vessel left Rangoon on Saturday last, it was believed that she had met with the very heavy weather reported in the Bay of Bengal during the past few days, and a press representative boarded the vessel and interviewed the Commander yesterday afternoon. On arrival, alongside, the *Palitana* it was at once evident that she had been roughly handled. The starboard gangway at No. 1 hatch was almost completely stove in, and certain of the vessel's top gear also showed signs of undue usage. Ladders had been torn from their positions; the fore second class stateroom on the starboard side was smashed in, and away after the break of the poop damages of an even heavier description were to be seen. Captain Windbank told our representative that the seas experienced during a portion of his voyage were the worst he had seen in his thirty years' experience in the Bay of Bengal; of which twenty-six have been spent in command of the Company's steamers. About 4.30 on Tuesday morning a monster sea broke on board astern, doing enormous damage and carrying away ventilators. The vessel dipped into it fore and aft, and when her stern rose, the ast boat had gone. About five hours later, another terrible wave broke on board stowing in the starboard gangway at No. 1 hatch, bounding thence on to the bridge, the glass casing of which was lifted almost bodily into the prop. A native galley, which had been secured to the deck, broke adrift; bulwarks were smashed and stout iron stanchions bent, twisted and broken as if they were the "merest sticks." Added to this the fore second class cabin was smashed in. This was occupied by an officer of the Company, who, at the moment, was out on deck, assisting the ship's company. Other seas struck the vessel on board and considerable other damage was done on deck. . . . The feature throughout was the small amount of wind compared with the terrific seas, which at the compass I have seen experienced in 30 years in the Bay of Bengal.

The *Palitana* is a fine steamer of 1,700 tons register, and has been on mail and passenger runs on the Indian coast ever since she was built. Captain Windbank is just about to retire from the Company's service, this being his last voyage as Commander in the service. He proceeds home in the *Dunelm* next week.—*Statesman*, June 23.

THE "HEUNGSHAN" AND "FOOK ON" COLLISION.

The inquiry into the collision between the s.s. *Heungshan* and the steam launch *Fook On* was concluded yesterday afternoon before the Marine Court, the members of which were Commander Basil Taylor, R.N., (President), Lieutenant H. Butterworth, R.N., H.M.S. *Tamar*, Captain E. Beetham, s.s. *Empress of India*, Captain A. Stoker, s.s. *Woolwich*, and Captain H. W. Walker of the s.s. *Kwong Tung*. The engineer of the launch *Fook On* said he was in the engine room at the time of the collision. On leaving the pier the launch went astern with her engines for about one minute. Then the coxswain shouted to him to go ahead, which he did. Li Muk was the man who told him to go ahead. After going ahead for three or four seconds the *Heungshan* struck the launch. The witness climbed up on to the steamer. He saw the coxswain in the water, and noticed a passing sampan pick him up.

Sergeant Jackson, who was in charge of No. 7 Police launch, said he arrived just after the collision and picked up one man out of the water, the remainder were picked up by a sampan. Afterwards witness took these four men aboard the *Heungshan*. They were all wet.

The Court found that a panic occurred on board *Fook On* which was intensified by the breaking of the bell wire. That, in consequence, everyone on board the launch left their stations, and no steps were taken to avoid collision. They considered it would have been more satisfactory if more accurate note had been taken in the engine room of the *Heungshan* of the times at which the several signals of the telegraph were made. They held that the officers of the *Heungshan* were acquitted from all blame, and that the coxswain of the *Fook On* was guilty of an error of judgment.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HALF-YEARLY DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting—

"A Dividend of £1.15 per share,

Add to the Reserve Fund \$750,000,

and carry forward about \$1,800,000.

A REAL "PACIFIC" OCEAN.

In its leading article on 11th ult., the *Pall Mall Gazette* says:—The signature in Paris, yesterday, of the Agreement between France and Japan may be taken as marking a distinct step forward in the evolution of international relations in the Far East. Although the text of the new instrument has not been published, there is no secret about its general scope and purpose. Its object is understood to be, two-fold: the maintenance of the integrity and independence of China on the one hand, and of the signatory Powers on the other, and the preservation for all nations of the commercial open door into the vast market of the Celestial Empire. To far, then, the Franco-Japanese Agreement coincides with that between our own country and Japan. Here, therefore, we have the peace of Eastern Asia guaranteed by three mutually friendly Powers, to which trust, as we may assume, be added a fourth inasmuch as the Agreement now in the way to complete (and, probably, virtually completed) between Japan and Russia is believed to assert the same principles. That is an excellent condition of affairs; but there remains one gap in friendship's garland which needs filling up. England has friendly Agreements with France and with Japan; France with Japan and with Russia; Russia with Japan; but, as yet, no such arrangement has been announced (though the announcement is being hopefully awaited) between Russia and our own country. At such a juncture it is much to be regretted that the inevitable tailors of Tooley-street (there are seventeen of them this time) should be raising the voice of protest against any understanding between the Foreign Offices of London and St. Petersburg. These ladies and gentlemen all profess to be friends of peace; but peace might well pray to be saved from friends whose methods, if adopted by the Foreign Office, would certainly tend to perpetuate that spirit of hostility and suspicion which has, on several occasions since the Crimean War, nearly led to a second armed conflict between England and Russia. Let us grant freely, that there is much to deplore in the domestic policy of the Russian Government. But are we to wait, in conscious moral superiority, until every Power with which we should like to be on good terms has been cleaned, its house with our particular British brands of soap and scrubbing-brush? Thousands of Englishmen deplore the anti-clerical policy of the French Republic; but none of them regret the *entente cordiale* between England and France. Thousands, too, regret the uncompromising militarism of Germany; but they would be glad to see better relations between the Germans and ourselves. The canned meats of America are not exactly in the odour of sanctity; but none of us are the less pleased to know that England and the United States were never so friendly as they are to-day. If, therefore, we would be friends with foreign Powers we must allow them the same freedom to manage their domestic affairs as we claim for ourselves.

If, indeed, the more noisy exponents of that British self-righteousness which makes us so deservedly popular with the degraded, but admiring, foreigner would only try to cultivate the faculties of observation and imagination, they could hardly fail to be struck by the contrast presented between the mutual relations of the four Powers to which we have referred as they exist at the present time, and as they were but a very few years ago. It seems but yesterday that the Russo-Japanese War threatened to involve France and England, the friends of the respective combatants, in a general conflagration. England, at that time, was smarting under the outrage of the Dugger Bank and the high-handed action of the Russian cruisers towards British merchantmen. France, on her side, was desperately suspicious of Japanese designs upon Tonking; and, in short, the scene of the Russo-Japanese struggle was the very last portion of the globe's surface on which one would have expected to see the early growth of a rich harvest of international arrangements expressly designed to prevent a rerudescence of that awful carnage. Surely, when we look on this picture and on that, we should be more inclined to thank Heaven for the good work that has been done than disposed to strive to hinder its completion. We trust, therefore, that the efforts of the British and Russian Foreign Offices will prove successful, and that an Anglo-Russian Agreement will set the crown of completeness upon the Pacific solution of the Far Eastern question. There remains only one cloud upon the horizon: we mean, of course, the unfortunate relations between Japan and the United States which have been generated by the conduct, or misconduct, of a single State of the American Union. The Japanese are justly irritated at California's treatment of their brethren on the Pacific Coast; but no one doubts the earnest desire of the Governments of Tokyo and Washington to minimise, rather than to magnify, the trouble, and to find an honourable and peaceful settlement of the difficulty. That two Powers separated by the vast spaces of the Pacific Ocean should go to war over such a matter as this is a catastrophe which ought to be unthinkable. If, however, public opinion on either side were unhappy, to become hastened to a point approaching explosion, we should look to the Foreign Office to use its influence as mediator and moderator between our American kinsmen and our Japanese allies.

The Pacific Ocean had well earned its name so recently, and so terribly, that a repetition of the offence would be a crime against civilisation, as well as a sad blow to those hopes of international concord which have blossomed out of the patient labours of diplomacy in the Far East.

WHAT ABOUT THE S.S. "NATHERTON"?

Mr. Thos. Buchanan, chief engineer of the *Nether*, writes in the *Singapore Free Press* of this inst.:—I take the liberty of addressing this article to you, which possibly may find a place in your instructive and influential paper, I have overheard gentlemen of importance connected with this settlement, asking one another what is to become of the *Nether*. The question was generally answered so, "Well I reckon she will be broken up for what she can return in dollars." Still the mechanical plant is good and perhaps a buyer could be found for it. Personally I have an idea, and I trust it conveys at least with it a little horse-sense. Having examined the *Nether* I recognise the weakness of the forward section of the hull; no doubt this part is greatly supported by modern flat bottom and nature's buoyancy. Now I do not for a minute consider the *Nether* capable of ploughing the ocean again (unless of course an enormous sum of money were expended); but I believe she could be turned to a good purpose, as she stands. My geography of this settlement is not very extensive, and as I am only about one year in China principally around Hongkong and Shanghai, there may be unknown to me some growing place around here that could be doing with an electrical power station. As the marine type of engine is greatly used in this work both in Britain and U.S.; then one has the plant all ready, when the propeller shaft is disconnected, and dynamo hooked on, there is no rental to pay and no duty, your power house is there, and on the high seas. Again, by an ingenious method which I prefer to reserve from this letter, I believe the forward section of the vessel to be capable of supporting weight, and could be connected into ice or storage depository, mechanical and refrigerating effect being also a supplement from main engines. There are so many points connected with those ideas which I have vaguely mentioned here that it would take longer time than I can at present afford to write out. However, at these ideas are already made known by myself to the firm of Messrs. Huttonbank & Bros, they are in a manner now slightly public property, yet they did not interest the firm mentioned. Trusting this may be an inspiration to others to possibly better my ideas, for it appears to me a pity to have to break up what is practically new ship and thanking you in anticipation.

INDO-JAPANESE TRADE.

VIEWS OF MR. MORITA.

Mr. Morita, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, spent a few days in Osaka on his way to India for the inspection of the condition of trade there. On 27th ult., Mr. Morita delivered a speech at the Osaka Chamber of Commerce, taking for his subject the trade of India.

The growth of trade between Japan and India, said Mr. Morita, would depend upon Osaka. It was for this reason that he had dedicated a few days to spend in Osaka on his way to India to hear the views and plans of Osaka business-men on the question. A few years ago, continued the speaker, investigation were made into the trade between Japan and India, and the result was astonishing. He pointed out that there was constant steamship communication between the two countries, and trade could be freely drawn through the Specie Bank. The population of India was 300,000,000, most of whom were farmers, and looked for their supply of manufactured goods to other countries. The annual exports and imports amounted to Y1,500,000,000, of which sum Y500,000,000 represented imports. It was surprising that with so great an advantage of close communication Japan supplied only one per cent. of the imports. Of the remainder Great Britain supplied 64 per cent., Belgium 4 per cent., Russia and Australia each between 2 and 3 per cent.

Mr. Morita asked the reason that such a small trade was done by Japanese with India when she had such an advantageous position. It was not due to the lack of supply of articles which were wanted by the Indian people. Japan was abundantly producing such articles. There must be some special cause which was responsible for the slow development of the trade, and he was going to India for the purpose of finding out the hidden obstacles.

Turning to exports from India, which annually amounted Y1,000,000,000, Mr. Morita remarked that Great Britain took 27 per cent., China 11 per cent., Germany 9 per cent., the United States and France each 6 per cent., and Japan 5 per cent. Japan was producing articles suitable for the needs of the Indian people and yet Japan was buying from India almost double the quantity she was selling. Knitted goods, which were largely produced in Osaka, formed the principal line of Indian imports. The annual value of articles under this heading imported into India was about Y6,000,000, and Japan was selling not more than Y1,000,000. India was buying glass-ware to the value of Y6,000,000, but Japan was selling not more than Y1,000,000. The value of matches imported was about Y4,000,000, but Japan was selling to India only Y1,000,000 worth.

In conclusion, Mr. Morita stated that *kakku* (silk fabric) which at first formed an important line of export, was replaced by cheaper figured *kakki*. He found the loss of the market of *kakku* was due to unprincipled tactics of certain Indian merchants of Yokohama. Entrapped by their methods, Japanese dealers started competing among themselves, with the usual result of deterioration of quality. The Indian people could afford to buy *kakku*, but Japanese merchants supplied them with cheaper or coarse figured *kakki*, and were thus attempting to kill the taste of the Indian people for finer silk.

While the Japanese were thus losing, the Indian merchants of Yokohama were making large profits. The Japanese merchants must be very careful, as such incidents might be the cause of the slow development of the market of Japanese goods in India.

KAILAU AUSTRALIAN G. M. CO.

General Manager's report for 4 weeks ending June 13th, 1907.

The mine measurements and assay results of prospecting work shows a total of 481 ft. for the period (4 weeks) under review, made up of 101 ft. sinking, 143 ft. driving, and 236 ft. crosscutting, as against 496 ft. for the previous four weeks.

MINES.

Bukit Komin.—The Main Shaft has been sunk 17 ft. making a total depth of 54 ft. below the 440 ft. Level.

440 ft. Level. Drive South.—This has been advanced 8 ft. making a total of 260 ft. The lode 47 in. wide gives an average value of 61 dwt.

440 ft. Level. Drive North.—This has been driven 11 ft. bringing the total to 262 ft. The lode 48 in. wide assays 53 dwt.

440 ft. Level North. Drive South or Footwall portion.—This end has been extended from 15 ft. to 24 ft.

The lode 57 in. wide assays 53 dwt.

From the No. 1 winze between the 340 ft. and the 440 ft. levels north a drive of about 30 ft. above the 440 ft. level has been taken south 4 ft. This is to leave a piece of poor ground as a support to the winze.

340 ft. Level North. Drive on Hanging Wall Branch.—To this has been added 9 ft. making a total of 114 ft. The lode 48 ins. wide assays 61 dwt.

340 ft. Level North. Crosscut East.—This has been taken from 14 ft. to 28 ft. and has passed through the East lode, which, at this point for a width of 36 in. assays 34 dwt. Preparations are now being made to sink a winze to connect with the 440 ft. level.

340 ft. Level. South. No. 2 Winze.—This has been sunk 2 ft. making the total depth of 52 ft. The presence of bad air has prevented us from making any headway with this work.

240 ft. Level North. Drive on Branch from Stopes.—This has been driven 12 ft. making the total distance driven 90 ft. The lode 67 in. wide assays 1 dwt.

A winze has been started at about 70 ft. along the drive to connect with the 240 ft. level, through which we intend to pass the latter stone now standing in the back.

Crosscutting for stopes filling.—142 ft.

Stopes.—The following have been in operation:

Above the 440 ft. level: 2 stopes. Lode 86 in. wide, worth 4 dwt.

Above the 340 ft. level: 2 stopes. Lode 78 in. wide, worth 4 dwt.

Above the 240 ft. level: 2 stopes. Lode 90 in. wide, worth 34 dwt.

STOPE MINE.

160 ft. Level. Drive South.—Here 14 ft. has been driven making a total of 36 ft. The lode 86 in. wide gives an assay value of 10 dwt. per ton.

160 ft. Level. Drive North.—This has been extended from 69 ft. to 85 ft.

160 ft. Level. Drive North on East Lode.—This has been advanced 12 ft. making a total of 68 ft.

60 ft. Level. Drive South.—To this has been added 11 ft. making a total of 417 ft. The lode 46 in. wide assays 184 dwt.

Crosscutting for stopes filling.—38 ft.

Stopes.—Above the 160 ft. level: 1 stope. Lode 68 in. wide, worth 8 dwt.

Above the 60 ft. level: 1 stope. Lode 60 in. wide, worth 142 dwt.

BT. MALACCA.

A winze has been sunk in Malacca hill 66 ft. We intend from this to Crosscut East to get under some of the old shallow workings to further explore the lode on this section.

Some 61 ft. of surface prospecting has been done on Bukit Stengah.

Stopes.—Below the No. 1 Level: 2 stopes. Lode 69 in. wide, worth 101 dwt. From here 156 tons have been broken and sent to the mills.

Plant and Machinery.—The Grit Mill at the Ceylon works is in full work.

The small tonnage crushed is accounted for by a breakdown in the mill transformer station and on the transmission line, this also delayed progress in the mine work.

MILLING RETURNS.

BT. KOMAN.

Stamps working: 40.

Period of work: 28 days, less lost time 27 days for repairs to electrical machinery and clean up.

Ore Milled.—Komar, 1,895.

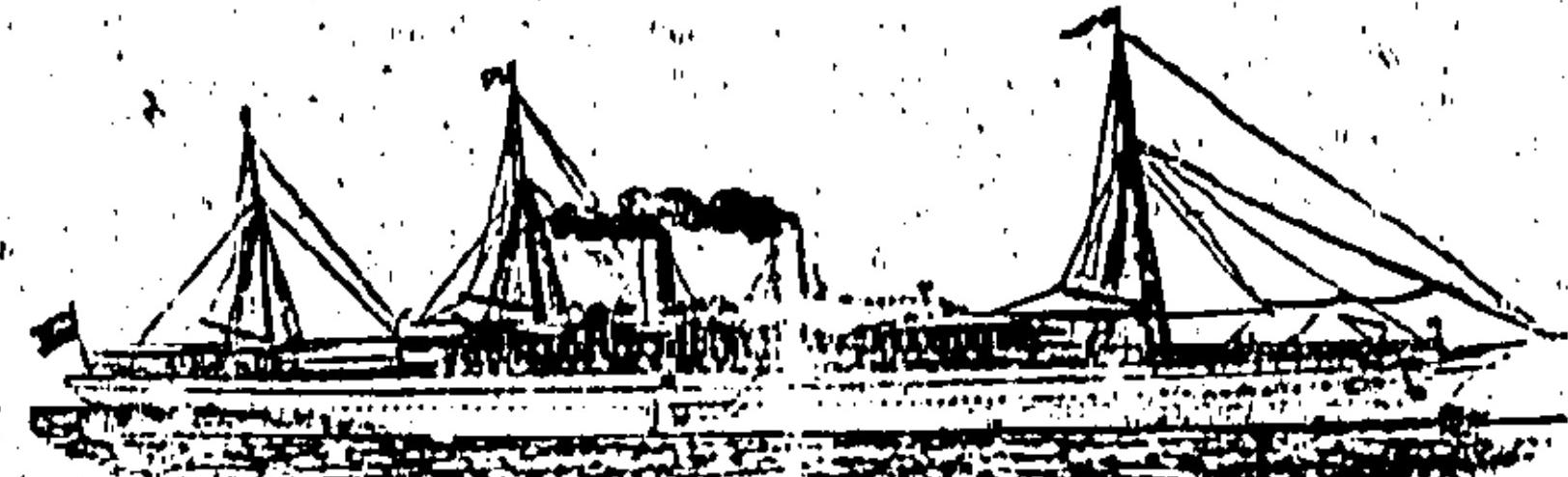
Stope 85. Total 2,751 tons.

Amalgam collected 1,704 ozs. producing

Retorted gold 6665 ozs. producing

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific, the "Empress Line," Saving 3 to 10 Days Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, July 12th	Aug. 10th
"EMPEROR OF INDIA"	6,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTEAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th

Intermediate steamer at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANG-HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence \$60. 1/2 New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways. £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner, Pedder Street and Praya, Hongkong, 4th July, 1907.

(11)

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	KWONGSANG I	FRIDAY, 12th July, 4 P.M.
TIENTSIN V. SWATOW & CHEFOO	CHEONGSHING	FRIDAY, 12th July, 4 P.M.
SANDAKIN	MAUSANG I	FRIDAY, 12th July, 4 P.M.
MANILA	YUENSANG	FRIDAY, 12th July, 4 P.M.
SINGAPORE	HOPSONG	SATURDAY, 13th July, 3 P.M.
SHANGHAI	WAISHING I	MONDAY, 15th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Tons.	Single. Return.
Penang	565	\$100
Calcutta	85	130

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jeluton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

General Manager.

Hongkong, 10th July, 1907.

(6)

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS TO SAIL

CEBU and ILIOILO	"KAIFONG"	13th July, Noon.
SWATOW & SHANGHAI	XOOHOW I	13th 4 P.M.
HAIPHONG	CHIHLI	16th daylight
MANILA	TAMING	16th 4 P.M.
TSINGTAO, CHEFOO & NEWCHWANG	NANCHANG	16th "
CHEFOO & TIENTSIN	HUICHOW	16th "
SWATOW & SHANGHAI	KUKIANG I	16th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHINGTU	3rd Aug., 4 P.M.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled service. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 11th July, 1907.

(7)

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond...	MANILA	SATURDAY, 13th July, at Noon.
ZAFIRO	2540	A. Fraser.....	"	SATURDAY, 20th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th July, 1907.

(8)

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL, (With Liberty to Call at the Malabar Coast).

Steamship "ABERLOUR" FRIDAY, 13th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th July, 1907.

(9)

HAMBURG-AMERIKA LINIE.

159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSBURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PIYMIUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

SILESIA 12th July.

SILESIA 12th July.

HABSBURG 2nd Aug.

SCANDIA 7th Aug.

HABSBURG 4th Sept.

RHENANIA 4th Oct.

Hongkong, 2nd July, 1907.

(10)

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 10th July, 1907.

(11)

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

KWONG TUNG ... Capt. H. W. WALKER.

KWONG SANI ... Capt. E. S. CROWE.

Leaving Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30, every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Hongkong, 27th June, 1907.

(12)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West, Hongkong, 3rd July, 1907.

(13)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above, on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is fitted throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of Passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1907.

(14)

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY, Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA.

MOJI, KOBE AND YOKOHAMA.

Steamer Tons. Captain. Sailing.

Shawmut 9,606 E. V. Roberts About 7th Aug.

Tremont 9,606 T. W. Garlick 10th Sept.

These successful and highly popular steamers, now in the Comptor Hospital by E. G. Ross, Robert, Hobart and others, combine all the desiderata to be sought in a steamer of this kind, and surpasses every other vessel employed.

THE THERAPION NO. 1

is a small

aily short time, often less than a day only, removes all disease.

which does irreparable harm by laying the foundation of chronic and other serious diseases, dyspepsia, piles, irritation of the lower bowel, rough, unwholesome, arid skin, etc., and which will be found a astonishingly efficacious, affording prompt relief where other medical remedies have been powerless.

THE THERAPION NO.

than 4,000 miles of her first territory, and of some three and a half millions of her people, who became the subjects of other Powers.

The pen came into the possession of its present owner through an ancestor, who occupied the post of secretary to a former Viscount Castleaugh. It is still used for treaty signing, but of a happier kind than that which made it famous. When any member of the Bangor family marries it is with this pen that the marriage register is signed.

Mr. Isaac B. Reed, of New York, has in his possession a pen for which he has refused an offer of £3,000. It was made from a carved box in which George Washington when a young man kept the lenses of his surveying instruments, the wood of which once formed the lid of the captain's desk on the *Mayflower*. The value of this pen is enhanced by the fact that it had been used by both Lincoln and Grant.

Shipping.

Arrivals.
Mukchew, Ger. s.s., 956, R. G. Zellner, 10th July.—Bangkok 4th July, Rice and Wood.—B. & S.

Delhi, Br. s.s., 4,783, J. D. Andrews, R.N.R., 11th July.—Bombay 15th June, and Singapore 6th July, Mails and Gen.—P. & O. S. N. Co.

Rajah, Ger. s.s., 2,028, R. Petersen, 10th July,—Bangkok 4th July, Rice and Timber.—B. & S.

Chiyuen, Ch. s.s., 1,172, C. Stewart, 11th July,—Shanghai 7th July, Gen.—C. M. S. N. Co.

Taihang, Br. s.s., 1,541, D. Christie, 11th July,—Choo 6th July, Gen.—J. M. & Co.

Taishun, Ch. s.s., 1,216, R. Stephen, 11th July,—Canton 10th July, Gen.—C. M. S. N. Co.

Kwongtung, Br. s.s., 1,428, W. P. Baker, 1st July,—Canton 10th July, Gen.—J. M. & Co.

Chungsang, Br. s.s., 1,471, D. King, 11th July,—Canton 10th July, Gen.—J. M. & Co.

Joshin Maru, Jap. s.s., 702, H. S. Smith, 10th July,—Tamsui 7th July, Gen.—O.S.O. K.

Iochia, Ital. s.s., 4,182, D. Francesco, 10th July,—Bombay 17th June, and Singapore 4th July, Colton, C. & Co.

Nanchang, Br. s.s., 1,047, G. MacKenzie, 11th July,—Chefoo and Newchwang 6th July, Gen.—B. & S.

Clearances at the Harbour.

Chiyuen, for Canton.
Hongkong, for Amoy.

Taihang, for Canton.

Chingtu, for Yokohama.

Hanoi, for Haiphong.

Carl-Diderichsen, for Haiphong.

Nanchang, for Canton.

Changsha, for Manila.

Departures.

July 11.

Hanoi, for Haiphong.

Hainan, for Amoy.

Yockow, for Canton.

Jacob Diderichsen, for Hainan.

Changsha, for Australian Ports.

Changtu, for Japan.

Haimun, for Swatow.

Dali, for Shanghai.

Bingo Yaru, for Japan.

Carl-Diderichsen, for Haiphong.

Hongkong, for Amoy.

Passengers arrived.

Per Mukchew, from Bangkok—Mr. G. Ross.

Per Delhi, from Hongkong for Bombay—Capt. P. Taylor.

From London—Mr. E. Pand. From Marseilles—Mr. A. M. Anderson.

Messrs. D. W. Jones and servants, G. Gould, Chan Wye Poh and R. H. Smith. For Shanghai from London—Mr. A. E. Jones. From Singapore—Messrs. J. L. Smith, I. H. Baring, Miss Bevischneider, and Mr. Head Jones—For Yokohama from Bombay—Mr. G. Lopez. From Poit Said—Mr. E. J. McDonald. From Singapore—Mr. Haroon Ahmed, 17 Ladies, 12 Gentlemen, and servants, (Bandmann Comedy Co.) From London—Mr. A. Macmillan.

Per Ischia, from Bombay, &c.—Mr. George Ticomiscopulo, and 72 Chinese.

Passengers departed.

Per Nikko Maru, for Japan—Mr. and Mrs. Wayland Smith, Mr. S. W. Whiting, Misses C. Whiting, A. Whiting, Mr. and Mrs. Roush, Mr. F. Keenan, Mrs. A. T. Ogilvie, Master A. Ogilvie, Mr. and Mrs. Burgess, Judge Casey, Mr. Ward, Miss Smith, Messrs. D. W. L. Ascheron, J. H. Allison, Mr. and Mrs. R. N. Clark, Miss T. Yoshioka, Miss I. Matsuyawa, Mr. M. Nomura, Mr. and Mrs. J. Johnson, H. Matsu, S. Mogata, Fischer, Mrs. Filmer and child, Mr. H. R. Burke, Miss F. A. Britton, Mrs. Robertson and 3 children, Messrs. M. Kobayashi, Ip Kwan Sun, Chao H. Honer, Mrs. Newman, Major and Mrs. Kellogg, Messrs. A. J. Hall, Leung y. Pol Lin, Luk Tim Ki, Wong Pit San, Capt. W. A. Quennell, A.G.D., Messrs. J. Fisher, H. Calthrop, T. W. Robertson, Mr. and Mrs. R. H. Crofton, Mr. P. Packham, Consul and Mrs. T. Tanaka and 3 children.

Shipping Report.

Str. Taisang, from Chefoo.—Fine weather.

Str. Chiyuen, from Shanghai.—Fine weather throughout.

Str. Mocksui, from Bangkok.—During the whole voyage we had fine weather.

Str. Jokim Maru, from Tamsui.—Strong S.W. monsoon and moderate sea. Formosa Channel, thence fine and light breezes to arrival.

VESSELS IN PORT.

STEAMERS.

Aberdour, Br. s.s., 1,681, P. K. Barnes, 6th July,—Moj 30th Jun., Couls.—B. & Co.

Asia, Br. s.s., 4,095, Harry Gaukroger, 10th July.—San Francisco 11th June, Honolulu 18th, Yokohama 1st July, Keelung 14th, Nagasaki 21st, and Shanghai 7th, Mails and Gen.—O. & O. S. S. Co.

Athenian, Br. s.s., 2,440, A. O. Cooper, 4th July,—Vancouver, B.C., 6th June, and Shanghai 1st July, Gen.—C. P. R. Co.

Atlanta, Am. s.s., 1,000, P. Eudeisa, 9th July,—Manila, P.I. 5th July, Ballast.—Mr. J. M. Bass.

Cheng Shing, Br. s.s., 1,256, S. J. Payne, 4th July,—Tientsin via Chefoo 26th June, Gen.—J. M. & Co.

Empress of India, Br. s.s., 3,031, E. Beauchamp, R.M.R., 30th June—Vancouver, (B.C.) 1st June, and Shanghai 27th, Mails and Gen.—C. P. R. Co.

Golo Maru, Jap. s.s., 1,556, Russ, 9th July,—Kobe 3rd July, Coal—M. B. K.

Helen, Ger. s.s., 771, J. J. Jessen, 10th July,—Hoihow 9th July, Gen.—J. & Co.

Hopalong, Br. s.s., 1,359, J. M. Hay, 8th July,—Calcutta 1st June, via Penang and Singapore and July, Gen.—J. M. & Co.

Kaifeng, Br. s.s., 986, E. Finlayson, 6th July,—Cebu and Illoilo 1st July, Sugar—B. & S.

Manila, Ger. s.s., 1,108, J. Minnes, 29th June,—Australian Ports and Manila 26th June, Gen.—M. & Co.

Mausang, Br. s.s., 1,644, R. Houghton, 1st July,—Sandakan 23rd June, Timber—J. M. & Co.

Moyne, Br. s.s., 3,29, Jas. Vilhuela, 9th July,—Singapore 4th July, Gen.—B. & S.

Nanpan, Br. s.s., 1,399, A. Jones, 4th July,—Saigon 30th June, Rice and Gen.—B. & Co.

Preussen, Japan, 1, M. & Co.

Prono, Nor. s.s., 2,000, T. Seberg, 7th July,—Saigon 3rd July, Rice—Chinese.

Ragor, Nor. s.s., 1,220, H. G. Nielsen, 9th July,—Rajang (Borneo) 3rd July, Timber—J. S. W. & Co.

Rubi, Br. s.s., 1,011, R. W. Almond, 8th July,—Manila 6th July, Gen.—S. T. & Co.

Shakano Maru, Jap. s.s., 1,322, T. Sugii, 7th July,—Saigon 1st July, Rice—Order.

Skratmad, Nor. s.s., 880, Oshansan, 27th June,—Tourou 24th June, Gen.—Aagard, Thoresen & Co.

Solund, Nor. s.s., 807, N. Bjornsgaard, 4th July,—Moji 26th June, Coal—Aagard, Thoresen & Co.

Tek, Br. s.s., 1,172, C. Stewart, 11th July,—Shanghai 7th July, Gen.—C. M. S. N. Co.

Taisang, Br. s.s., 1,541, D. Christie, 11th July,—Choo 6th July, Gen.—J. M. & Co.

Taishun, Ch. s.s., 1,216, R. Stephen, 11th July,—Canton 10th July, Gen.—C. M. S. N. Co.

Tsien, Br. s.s., 1,050, T. Meyrick, 8th July,—Manila 5th July, Gen.—J. M. & Co.

Uensang, Br. s.s., 1,050, T. Meyrick, 8th July,—Manila 5th July, Gen.—J. M. & Co.

Waldemar, Sydeny, Emp. of Japan, Vancouver, C. P. R. Co.

Wainwright, Br. s.s., 1,228, W. C. Wainwright, 1st July,—Vancouver, C. P. R. Co.

DOOR RETURNS.

HONGKONG AND WHAMPoa DOCKS.

Sinam .. " Kowloon Dock

Genesek .. " Kowloon Dock

Empress of India .. " Kowloon Dock

H.M.S. Janus .. " Kowloon Dock

Japan .. " Cosmopolitan

The Ships Passed Canal.

31st May—Benvenue, China (P. & O.), P. F. Friedrich, Ernest Simons, Atholl, Sado Maru, Sanuki Maru, Siberian, 4th June.

Chuanhsing, Br. s.s., 1,471, D. King, 11th July,—Canton 10th July, Gen.—J. M. & Co.

Joshin Maru, Jap. s.s., 702, H. S. Smith, 10th July,—Tamsui 7th July, Gen.—O.S.O. K.

Iochia, Ital. s.s., 4,182, D. Francesco, 10th July,—Bombay 17th June, and Singapore 4th July, Colton, C. & Co.

Nanchang, Br. s.s., 1,047, G. MacKenzie, 11th July,—Chefoo and Newchwang 6th July, Gen.—B. & S.

Clearances at the Harbour.

Chiyuen, for Canton.

Hongkong, for Amoy.

Taihang, for Canton.

Chingtu, for Yokohama.

Hanoi, for Haiphong.

Carl-Diderichsen, for Haiphong.

Nanchang, for Canton.

Changsha, for Manila.

Departures.

July 11.

Hanoi, for Haiphong.

Hainan, for Amoy.

Yockow, for Canton.

Jacob Diderichsen, for Hainan.

Changsha, for Australian Ports.

Changtu, for Japan.

Haimun, for Swatow.

Dali, for Shanghai.

Bingo Yaru, for Japan.

Carl-Diderichsen, for Haiphong.

Hongkong, for Amoy.

Passengers arrived.

Per Mukchew, from Bangkok—Mr. G. Ross.

Per Delhi, from Hongkong for Bombay—Capt. P. Taylor.

From London—Mr. E. Pand. From Marseilles—Mr. A. M. Anderson.

Messrs. D. W. Jones and servants, G. Gould, Chan Wye Poh and R. H. Smith. For Shanghai from London—Mr. A. E. Jones. From Singapore—Messrs. J. L. Smith, I. H. Baring, Miss Bevischneider, and Mr. Head Jones—For Yokohama from Bombay—Mr. G. Lopez. From Poit Said—Mr. E. J. McDonald. From Singapore—Mr. Haroon Ahmed, 17 Ladies, 12 Gentlemen, and servants, (Bandmann Comedy Co.) From London—Mr. A. Macmillan.

Per Ischia, from Bombay, &c.—Mr. George Ticomiscopulo, and 72 Chinese.

Passengers departed.

Per Nikko Maru, for Japan—Mr. and Mrs. Wayland Smith, Mr. S. W. Whiting, Misses C. Whiting, A. Whiting, Mr. and Mrs. Roush, Mr. F. Keenan, Mrs. A. T. Ogilvie, Master A. Ogilvie, Mr. and Mrs. Burgess, Judge Casey, Mr. Ward, Miss Smith, Messrs. D. W. L. Ascheron, J. H. Allison, Mr. and Mrs. R. N. Clark, Miss T. Yoshioka, Miss I. Matsuyawa, Mr. M. Nomura, Mr. and Mrs. J. Johnson, H. Matsu, S. Mogata, Fischer, Mrs. Filmer and child, Mr. H. R. Burke, Miss F. A. Britton, Mrs. Robertson and 3 children, Messrs. M. Kobayashi, Ip Kwan Sun, Chao H. Honer, Mrs. Newman, Major and Mrs. Kellogg, Messrs. A. J. Hall, Leung y. Pol Lin, Luk Tim Ki, Wong Pit San, Capt. W.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND PAST OUTSTANDING, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	{ \$1,000,000 } \$11,000	-\$1,721,558	£1.15/- and bonus of £1.00 ex. 2/3 = £24.33 making \$40.80 for 1906	4%	\$80 ex n. issue \$52 new issue London 1/70 ex new issue London 1/60 n. issue first call
Do.	40,000	\$125	\$125	{ \$12,735 } \$100,000	-\$71,293	£2 (London 3/6) for 1905	...	\$52
National Bank of China, Limited	99,925	£7	£6	{ \$1,075,000 } \$100,000	-\$233,638	£20 for 1905	7 1/2	£270
Marine Insurances.				{ \$100,000 }		Interim of 7/6 for account 1906 @ ex 2/10 1/16 per tael	6%	Tls. 75
Santon Insurance Office, Limited	10,000	£250	£50	{ Tls. 100,000 } \$10,000	-\$1,150,529	Final of \$10 making \$42 for 1905 and interim of 3/3 for 1906	5 1/2%	\$705
North China Insurance Company, Limited	10,000	£15	£5	{ \$3,000,000 } \$70,000	-\$1,460,410	...		
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$450,407 } \$125,137.15/- \$87,628	-\$461,467	£1 for year ending 31.12.05	7%	\$175 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$36,000 } \$136,287	-\$562,980	£6 and bonus £2 for 1905	9 1/2%	\$875 buyers
FIRE INSURANCES.				{ \$1,000,000 }		£40 for 1905	12 1/2%	£320
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$100,000 }	-\$435,236	£1 for 1906	6 1/2%	£15 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,156,483 } \$2,000	-\$500,170	£2 for year ended 30.6.1906	6 1/2%	£41 buyers
SHIPPING.				{ \$2,000 }		£1 for 1906	6 1/2%	£298 sales
China and Manila Steamship Company, Limited	30,000	£25	£25	{ \$2,000 }	-\$2,452	10/-@ ex. 2/10/16 - \$4.69 1905	...	\$69 buyers
Douglas Steamship Company, Limited	20,000	£50	£50	{ \$2,000 }	-\$5,347	Final of Tls. 3/4 making Tls. 5/4 (Pref.) and final of Tls. 3/4 making Tls. 5/4 (ord.) for 1906	11 1/2%	Tls. 46 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£15	{ \$1,000,000 } \$144,386	-\$8,355,610	£1 for 1906	10 1/2%	Tls. 50 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$1,337	£2 1/2 for year ended 30.6.1906	6 1/2%	£41 buyers
Do. (Preference)	100,000	£1	£1	{ \$1,000,000 }	-\$1,337	£1 for 2nd half-year making £2.00 for 1906	6 1/2%	£298 sales
"Shell" Transport and Trading Company, Limited	2,000,000	£10	£10	{ \$1,000,000 }	-\$1,452	10/-@ ex. 2/10/16 - \$4.69 1905	...	\$69 buyers
"Star" Ferry Company, Limited	10,000	£10	£10	{ \$1,000,000 }	-\$5,347	Final of Tls. 3/4 making Tls. 5/4 (Pref.) and final of Tls. 3/4 making Tls. 5/4 (ord.) for 1906	11 1/2%	Tls. 46 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$8,355,610	£1 for 1906	10 1/2%	Tls. 50 buyers
REFINERIES.				{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£41 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }	-\$1,452	£1 for 2nd half-year making £2.00 for 1906	6 1/2%	£298 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$13,47	10/-@ ex. 2/10/16 - \$4.69 1905	...	\$69 buyers
MINING.				{ \$1,000,000 }	-\$13,47	Final of Tls. 3/4 making Tls. 5/4 (Pref.) and final of Tls. 3/4 making Tls. 5/4 (ord.) for 1906	11 1/2%	Tls. 46 sales
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£41 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£298 sales
DOCKS, WHARVES & GODOWNS.				{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Fenwick (Geo.) & Co., Limited	18,000	£25	£25	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
LANDS, HOTELS & BUILDINGS.				{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	£45	£45	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Central Stores, Limited	50,123	£15	£15	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hongkong Hotel Company, Limited	12,000	£50	£50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hotel Metropole Company, Limited	2,000	£100	£100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Humphreys Estate & Finance Company, Limited	150,000	£10	£10	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Kowloon Land and Building Company, Limited	6,000	£50	£50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
West Point Building Company, Limited	12,500	£50	£50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
COTTON MILLS.				{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
I-tau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
MISCELLANEOUS.				{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Bell's Asbestos Eastern Agency, Limited	1,604	12/6	12/6	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Campbell, Moore & Co., Limited	1,200	£10	£10	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
China-Borneo Company, Limited	10,000	£12	£12	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
China Light and Power Company, Limited	50,000	£100	£100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Do. Do. special shares	50,000	£100	£100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	£100	£100	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Dairy Farm Company, Limited	25,000	£78	£78	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Green Island Cement Company, Limited	200,000	£10	£10	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hall & Holls, Limited	21,000	£20	£20	{ \$1,000,000 }	-\$13,47	£1 for 1906	6 1/2%	£15 buyers
Hongkong Electric Company, Limited	60,000	£10	£					